



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	FERNANDINA BCH, FL	<b>Accident Number:</b>	MIA89LA083
<b>Date &amp; Time:</b>	02/10/1989, 1430 EST	<b>Registration:</b>	N926SA
<b>Aircraft:</b>	PIPER PA-38-112	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## Analysis

THE PLT STATED THAT DURING A TOUCH-&-GO LANDING, THE ACFT STARTED TO VEER TOWARD THE LEFT SIDE OF THE RUNWAY. HE ATTEMPTED TO CORRECT THE SITUATION BY USING RIGHT RUDDER & BRAKE, BUT THE ACFT CONTINUED OFF THE RUNWAY & INTO AN AREA OF GRASS. SUBSEQUENTLY, THE NOSE & RIGHT MAIN GEAR COLLAPSED. A POSTCRASH EXAM REVEALED THE LEFT BRAKE WAS LOCKED & THE WHEEL ASSEMBLY WOULD NOT TURN.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOCKING OF THE LEFT BRAKE, WHICH RESULTED IN A GROUND SWERVE AND LOSS OF CONTROL DURING THE LANDING ROLL.

## Findings

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Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - LOCKED

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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

2. DIRECTIONAL CONTROL - NOT POSSIBLE

3. GROUND LOOP/SWERVE - UNCONTROLLED

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Occurrence #3: GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

4. LANDING GEAR,MAIN GEAR - OVERLOAD

5. LANDING GEAR,NOSE GEAR - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	23, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	07/27/1988
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	41 hours (Total, all aircraft), 39 hours (Total, this make and model), 15 hours (Pilot In Command, all aircraft), 41 hours (Last 90 days, all aircraft), 33 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N926SA
<b>Model/Series:</b>	PA-38-112 PA-38-112	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	3879A0691
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	02/09/1989, 100 Hour	<b>Certified Max Gross Wt.:</b>	1670 lbs
<b>Time Since Last Inspection:</b>	7 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5770 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	SHIELDS AVIATION OF GEORGIA	<b>Rated Power:</b>	112 hp
<b>Operator:</b>	SHIELDS AVIATION OF GEORGIA	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	JAX, 30 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1349 EST	Direction from Accident Site:	10°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	12° C / -15° C
Precipitation and Obscuration:			
Departure Point:	JACKSONVILLE, FL (CRG)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1330 EST	Type of Airspace:	Class E

## Airport Information

Airport:	FERNANDINA BEACH MUNI (55J)	Runway Surface Type:	Asphalt
Airport Elevation:	15 ft	Runway Surface Condition:	Dry
Runway Used:	4	IFR Approach:	None
Runway Length/Width:	5350 ft / 100 ft	VFR Approach/Landing:	Touch and Go

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	BRUCE J HILL	Report Date:	01/22/1991
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).